

Federal Register Reprint Series No. 15-67

FEDERAL REGISTER

VOLUME 32 • NUMBER 167

Tuesday, August 29, 1967 • Washington, D.C.

Title 46—SHIPPING

Chapter I—Coast Guard, Department of Transportation

SUBCHAPTER H—PASSENGER VESSELS

[CGFR 67-61]

PART 80—DISCLOSURE OF SAFETY STANDARDS

Interpretive Rulings Regarding Advertising

1. The disclosure regulations were published in the FEDERAL REGISTER on April 25, 1967, and effective on and after May 6, 1967, and implemented Public Law 89-777 which amended in part, Title 46, United States Code, section 362. Many inquiries have been received from the advertising industry relative to the proper method of incorporating safety information in advertising material. Because of the number of these inquiries and since many of the questions were identical, an informal meeting was held in Washington on June 15, 1967, to discuss these problems and to describe the proper application of the regulations. This meeting resulted in a better appreciation, on the part of all concerned, with these mutual problems, both technical and regulatory, which face both industry and Coast Guard. It is desired by all concerned to comply with the intent of Congress as set forth in this new law that the advertising information will "• • • no-

tify each prospective passenger of the safety standards with which the vessel complies or does not comply."

2. The purpose of this document is to describe in general terms the interpretive rulings given with respect to the rules and regulations in this part as they apply to advertising information.

3. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, United States Code, and Department of Transportation Order 1100.1 delegating authority to prescribe rules and regulations under laws transferred by subsection 6(b)(1) of the Department of Transportation Act, the following interpretive rulings designated § 80.15-1 are prescribed and effective on and after publication in the FEDERAL REGISTER.

4. Part 80 is amended by inserting after § 80.10-20 a new Subpart 80.15, consisting of § 80.15-1, reading as follows:

Subpart 80.15—Interpretive Rulings

§ 80.15-1 Advertising information.

(a) Because of the number of inquiries and since many of the questions were identical, the interpretive rulings in this section are published for the guidance of all concerned.

(b) From the point of view of contents, when is it necessary to incorporate into an advertisement the safety information required by this part? (Ruling) The safety information statement is required in an advertisement when either one of two conditions are described; i.e., (1) a vessel is named, or (2) a voyage is described.

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(c) What is meant by the word "voyage" as used in this part? (Ruling) As used in this part, "voyage" (route) consists of three conditions which must be stated and are (1) port or area of departure; (2) port or area of destination; and (3) a schedule.

(d) What is meant by the word "schedule" as used in § 80.10-20(e)? (Ruling) A "schedule" is the posted and published day(s) of departure and/or arrival. A description of a limited time interval during which a voyage will commence, i.e., such as "departing 10:30 a.m., September 7," "departing every Monday," "departing first Tuesday of every month," etc., are deemed to come within the meaning of term "schedule." The phrases "weekly sailings," "sailing twice weekly," "September Sailing," "Summer Cruise", etc., are not deemed to come within the meaning of the term "schedule."

(e) Are there any exceptions to the description in § 80.10-5(a) which states that "All promotional literature or advertising in or over any medium of communication * * * shall include * * * safety information? (Ruling) Because of the nature of the display, the exception allowed concerns advertising signs towed or displayed by aircraft (including skywriting by aircraft). This ruling is based on the premise of practicability, and it is believed that Congress did not intend to prohibit this type of advertising.

(f) Does § 80.10-20(c)(1) relate to billboard type advertisements, especially since it specifies a minimum type size of printing of 6 points? (Ruling) This regulation does relate to billboard type advertising and shall be followed. Attention is directed to the wording which states " * * * the safety information statement shall be at least the same size type as the body of the text * * *."

(g) Because of the precise language in § 80.10-20(e), how much latitude is given with respect to the placement and cross references about safety information statements in brochures, pamphlets, schedules, etc.? (Ruling) The first two sentences of § 80.10-20(e) contain the basic requirements of this regulation, and strict compliance is necessary in order to effectively advise prospective passengers of the safety standards of the named vessels. The balance of § 80.10-20(e) is explanatory and suggestive in nature. By using an example the last sentence of this regulation suggests how these basic requirements may be met. It must be kept in mind that this regulation must be read and complied with in the context of the regulation as a whole.

(h) Are advertisements in trade publications required to comply with the disclosure requirements in this part? (Ruling) Trade publications are deemed to be those directed to a specific group of people or organizations and are not intended or used for general distribution to the public. In those instances where advertisements are not used or intended

to be distributed to the general public for solicitation of passage on vessels, the advertisements are not deemed to be subject to the requirements in this part.

(i) Does the descriptive phrase " * * * all promotion literature or advertising in or over any medium of communication within the United States * * *" in subsection 362(b) of Title 46, United States Code, include literature (such as magazines, newspapers, periodicals, etc.) and advertising produced in a foreign country and introduced into the United States, and would such materials be subject to the regulations in this part? (Ruling) Any literature (such as magazines, newspapers, periodicals, etc.) and advertising introduced into the United States of America for the purpose of offering passage or soliciting passengers for ocean voyages must comply with the requirements in this part. Advertisements in foreign magazines, newspapers, periodicals, etc., produced outside the United States and having a limited distribution in the United States need not comply with the requirements in this part: *Provided, however, That American editions of such media and travel advertisements extracted from such media for distribution in the United States must comply with the requirements in this part.*

(R.S. 4400, as amended; 46 U.S.C. 362, Department of Transportation Order 1100.1, dated Mar. 31, 1967; 49 CFR 1.4(a)(2), 32 F.R. 5606)

Dated: August 24, 1967.

W. J. SMITH,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 67-10120; Filed, Aug. 28, 1967;
8:48 a.m.]


FEDERAL REGISTER

VOL. 32, NO. 238

SATURDAY, DECEMBER 9, 1967

Title 46—SHIPPING
Chapter I—Coast Guard, Department of Transportation
SUBCHAPTER D—TANK VESSELS
SUBCHAPTER I—CARGO AND MISCELLANEOUS VESSELS

(CGFR 67-88)

PART 39—FLAMMABLE OR COMBUSTIBLE LIQUIDS HAVING LETHAL CHARACTERISTICS
PART 98—SPECIAL CONSTRUCTION, ARRANGEMENT, AND PROVISIONS FOR CERTAIN DANGEROUS CARGOES IN BULK
Miscellaneous Amendments

1. Pursuant to the notice of proposed rule making published in the **FEDERAL REGISTER** of January 24, 1967 (32 F.R. 785-807), and the Merchant Marine Council Public Hearing Agenda dated March 20, 1967 (CG-249), the Merchant Marine Council held a public hearing on March 20, 1967, for the purpose of receiving comments, views, and data. The proposals considered were identified as Items PH 1-67 to PH 13-67, inclusive. Item PH 2-67 contained proposals regarding bulk dangerous cargoes (CG-249, pages 65 to 75, inclusive), and these proposals, as revised, are adopted and set forth in this document.

2. The oral and written comments received were considered and certain changes were made in the proposals in Item PH 2-67. The proposal regarding shipping papers for cargo barges carrying certain dangerous cargoes in Item PH 2a-67 (CG-249, page 65) was revised. The proposals regarding draft marks to be placed on cargo barges carrying certain dangerous cargoes in Item PH 2b-67 (CG-249, pages 66 and 67) were withdrawn. The proposals regarding barges carrying liquid chlorine in bulk in Item

PH 2c-67 (CG-249, pages 68 to 71, inclusive) are accepted. The proposal regarding barges carrying anhydrous ammonia in bulk in Item PH 2d (CG-249, page 72) is accepted with editorial changes. The proposals regarding venting of tank barges carrying liquids having lethal characteristics in Item PH 2e-67 (CG-249, pages 73 to 75, inclusive) are accepted. The Merchant Marine Council's actions with respect to comments on proposals in Item PH 2-67 are approved.

3. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, United States Code and Department of Transportation Order 1100.1, dated March 31, 1967 (42 CFR 1.4(a)(2), 32 F.R. 5606), to promulgate regulations in accordance with the laws cited with the regulations below, the following amendments are prescribed and shall be effective January 1, 1968, for both new and existing vessels; however, the regulations in this document may be compiled with in lieu of existing requirements prior to that date.

4. The authority note for Part 98 is amended to read as follows:

Authority: The provisions of this Part 98 issued under R.S. 4405, as amended, 4409, as amended, 4412, as amended; 46 U.S.C. 375, 391a, 418. Interpret or apply R.S. 4472, as amended, 4488, as amended, sec. 8, 88 Stat. 676, sec. 8(b)(1), 80 Stat. 938; 46 U.S.C. 170, 431, 50 U.S.C. 198, 46 U.S.C. 1655(b); E.O. 11239, July 31, 1966, 30 F.R. 9671, 3 CFR, 1965 Supp. Department of Transportation Order 1100.1, Mar. 31, 1967, 42 CFR 1.4(a)(2), 32 F.R. 5606; except as otherwise noted.

Subpart 39.20—Venting and Ventilation
§ 39.20-1 [Amended]

5. Section 39.20-1 is amended by changing the heading from "Venting—TB/ALL" to "Venting—T/ALL."

6. Subpart 39.20 is amended by inserting after § 39.20-1 a new section reading as follows:

§ 39.20-2 Venting—B/ALL

(a) Manned barges shall meet the requirements of § 39.20-1.

(b) For unmanned barges, the following requirements shall apply:

(1) The discharge fittings from each safety relief or pressure vacuum relief valve shall be directed in such a manner as to not impinge on another tank, piping or any other equipment which would increase the fire hazard should burning products be discharged from the safety or pressure vacuum relief valve as a result of a fire or other casualty. In addition, the discharges shall be directed away from areas where it is likely that persons might be working and as remote as practicable from ventilation inlets and ignition sources. A common discharge header may be employed if desired. The area near the discharge fittings shall be clearly marked as a hazardous area.

(2) A means shall be provided for either the reclamation or safe venting of vapors during the loading and unloading operations. For this purpose the safety relief or pressure vacuum relief valve shall be provided with a valved bypass

to a vapor return line shore connection which shall be used whenever vapor return shore facilities are available. In the event vapors must be vented to the atmosphere, a vent riser shall be connected to the vapor return line and extend at least 12 feet above the highest level accessible to personnel. The vent riser may be collapsible for ease of stowage when not in use. The vent riser shall not be connected to a safety relief or pressure vacuum valve. Vapor return lines or vent risers for tanks carrying the same class product may be connected to a common header system if desired.

(3) Tanks carrying Class "B" or "C" poisons shall be vented independent of tanks carrying other products.

7. The authority note for Part 98 is amended to read as follows:

Authority: The provisions of this Part 98 issued under R.S. 4405, as amended, 4409, as amended, 4412, as amended; 46 U.S.C. 375, 418, 170. Interpret or apply R.S. 4417a, as amended, 4488, as amended, sec. 8, 88 Stat. 676, sec. 8(b)(1), 80 Stat. 938; 46 U.S.C. 170, 431, 50 U.S.C. 198, 46 U.S.C. 1655(b); E.O. 11239, July 31, 1966, 30 F.R. 9671, 3 CFR, 1965 Supp. Department of Transportation Order 1100.1, Mar. 31, 1967, 42 CFR 1.4(a)(2), 32 F.R. 5606; except as otherwise noted.

Subpart 98.03—Barges Carrying Dangerous Cargoes

8. Section 98.03-35 is amended by adding a new paragraph (h) at the end thereof reading as follows:

§ 98.03-35 Special operating requirements for barges carrying certain dangerous cargoes in bulk.

(h) (1) Each barge carrying dangerous cargoes shall have on board a bill of lading, manifest, or shipping document giving the following:

(i) Name of the shipper.
(ii) Location of the loading point.
(iii) Kind, grade, and approximate quantity by compartment of each kind and grade of cargo in the barge.

(2) Such bill of lading, manifest, or shipping document may be made out by the person in charge of the barge, the master of the towing vessel, or the owner of the barge or his agent: *Provided*, That in the case of any unmanned barge, the master of the towing vessel shall either have a copy of the shipping papers for such barge when in his tow or he shall make an entry in the towing vessel's logbook giving the information required by subparagraph (1) of this paragraph. A barge should not be delayed in order to secure exact quantities of cargo.

Subpart 98.05—Elemental Phosphorus in Water in Bulk
§ 98.05-50 [Amended]

9. Section 98.05-50 General requirements is amended by changing in paragraph (f) the title from "Commandant (MMT)" to "Commandant (MHM)."

Subpart 98.10—Sulfuric Acid in Bulk
§ 98.10-45 [Amended]

10. Section 98.10-45 General requirements is amended by changing in

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paragraph (c) the title from "Commandant (MMT)" to "Commandant (MHM)."'

Subpart 98.15—Hydrochloric Acid in Bulk

§ 98.15-45 [Amended]

11. Section 98.15-45 *General requirements* is amended by changing in paragraphs (f) and (g) the title from "Commandant (MMT)" to "Commandant (MHM)."'

Subpart 98.16—Phosphoric Acid in Bulk

§ 98.16-45 [Amended]

12. Section 98.16-45 *General requirements* is amended by changing in paragraphs (f) and (g) the title from "Commandant (MMT)" to "Commandant (MHM)."'

Subpart 98.20—Liquid Chlorine in Bulk

§ 98.20-40(c) [Amended]

§ 98.20-40 Cargo piping.

(c) In multiple tank installations the tanks shall not be interconnected by piping or manifolds which may contain liquid chlorine. Manifolding of vapor lines of individual tanks into a common header for connection to shore is permitted. More than one cargo tank may be filled or discharged at a time, provided each tank is filled from or discharged to shore tanks through separate lines.

14. Section 98.20-55 is amended to read as follows:

§ 98.20-55 Venting.

(a) Each cargo tank shall have the safety relief valve outlets connected to separate risers which shall extend to a reasonable height above the deck; or, the safety relief valves may discharge into the protective housing surrounding the valves. Suitable provisions shall be made to vent the housing. Other installations acceptable to the Commandant may be used. The arrangement shall be such as to minimize the hazard of escaping vapors.

(b) When vent risers are installed, they shall be designed so as to prevent stresses on safety relief valve mountings and to provide protection against physical damage. Return bends and restrictive pipe fittings shall not be used. Risers shall be fitted with loose rain caps and suitable provision shall be made for draining the vent piping if liquid can collect therein.

15. Section 98.20-60 is amended by deleting the second sentence in paragraph (b), by inserting the phrase "by volume" after the phrase "80 percent chlorine" (twice) in second sentence of paragraph (d), and by changing the phrase from "70 percent" to "75 percent" in the last sentence of paragraph (f), and these paragraphs as revised read as follows:

§ 98.20-60 Filling and discharge operation.

(b) Prior to the start of filling operations, care shall be exercised to insure that the cargo tank(s) is empty and free from foreign matter.

(d) After the filling operation is completed the vapor above the liquid chlorine in the cargo tank shall be analyzed to determine the percentage of gaseous chlorine in the vapor space. If it should contain less than 80 percent chlorine, by volume, vapors shall be withdrawn through the vent or vapor line until the vapor content in the cargo tanks shows at least 80 percent chlorine, by volume.

(f) The chlorine in the cargo tanks shall be discharged by the pressure differential method. Where the vapor pressure of the chlorine is not sufficient to force the liquid out of the tank, compressed air may be used to secure the desired rate of discharge, provided the air is oil-free and thoroughly dried by passing it over activated aluminum oxide, silica gel, or other acceptable drying agent. The compressed air systems shall contain a relief valve arranged and set so that the air pressure in the cargo tank cannot exceed 15 percent of the allowable pressure of the tank.

§ 98.20-70 [Amended]

16. Section 98.20-70 *Special operating requirements* is amended by changing in paragraphs (e) and (f) the title from "Commandant (MMT)" to "Commandant (MHM)."'

Subpart 98.25—Anhydrous Ammonia in Bulk

§ 98.25-90 [Amended]

17. Section 98.25-90 *Special operating requirements* is amended by changing in paragraph (a) the title from "Commandant (MMT)" to "Commandant (MHM)."'

18. Section 98.25-95(a) is amended to read as follows:

§ 98.25-95 Tests and inspections.

(a) Each cargo tank shall be subjected to an external examination at least once in each 3 calendar years. To the extent and if deemed necessary by the marine inspector, sufficient insulation shall be removed from insulated tanks at least once in each 3 calendar years to permit spot external examination of the tanks and insulation. The marine inspector may require that the thickness of the tanks be gaged by an acceptable non-destructive means without removal of insulation. An external examination of unlagged tanks and the visible parts of lagged tanks shall be made at each biennial inspection.

Subpart 98.35—Portable Tanks For Combustible Liquids

§ 98.35-7 [Amended]

19. Section 98.35-7 *Plan approval* is amended by changing in paragraph (a) the title from "Commandant (MMT)" to "Commandant (MHM)" and by changing the Zip number from "30226" to "20591."

Dated: December 6, 1967.

W. J. SMITH,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 67-14866; Filed, Dec. 6, 1967;
8:48 a.m.]

Dist. (SDL No. 85)

A: None
B: n(25); c(16); q(6); g(2);
e(3); d(2); bp(1)
C: m(4); o(1)
D: ir(2); k(1)
E: m(2); o(1)
F: None

List 11?


FEDERAL REGISTER

VOL. 32, NO. 222

THURSDAY, NOVEMBER 16, 1967

Title 46—SHIPPING

Chapter I—Coast Guard, Department of Transportation

SUBCHAPTER B—MERCHANT MARINE OFFICERS AND SEAMEN

[CGFE 67-75]

PART 10—LICENSING OF OFFICERS AND MOTORBOAT OPERATORS AND REGISTRATION OF STAFF OFFICERS

Deck Licenses as Master and Mate of Freight and Towing Vessels of Not More Than 1,000 Gross Tons

1. The establishment of qualifications and issuance of licenses as masters and mates of freight and towing vessels of not more than 1,000 gross tons, which also allow the holders while serving as masters or mates of such vessels to serve as "pilots" within conditions and terms endorsed on such licenses, are provided for in the new regulations set forth below in this document. In the *FEDERAL REGISTER* of February 25, 1966 (31 F.R. 3122-3123), a notice of proposed rule making was published on this subject, and a supplement to the Merchant Marine Council Public Hearing Agenda dated March 21, 1966 (CG-249), giving the details as "Item XIb—Deck Licenses as Master and Pilot and as Mate and Pilot of Freight and Towing Vessels of not more than 1,000 Gross Tons" was distributed to all persons known to be interested in this subject. Item XIb was considered at a Merchant Marine Council Public Hearing on March 21, 1966. The Merchant Marine Council, after extensive review and consideration of this subject, including informal consultations with affected unions management, and operators of small freight and towing vessels, recommended authorization of holders of licenses as masters and mates of freight and towing vessels of not more than 1,000 gross tons while employed as masters or mates of such vessels to serve as "pilots" within the conditions and terms endorsed on their respective licenses. The proposals, as revised, are approved and set forth in this document. The actions of the Merchant Marine

Council with respect to comments received regarding these proposals are approved. As reflected by the regulations in this document these actions are:

a. The licenses of "master of freight and towing vessels of not more than 1,000 gross tons" and "mate of freight and towing vessels of not more than 1,000 gross tons" are established and issuance authorized to applicants who qualify therefor under the regulations in this document.

b. Within the conditions and qualifications endorsed on their respective licenses, the persons holding licenses as master or mate of freight and towing vessels of not more than 1,000 gross tons may serve as master or mate, as well as the navigator of such vessels, and when prescribing the minimum manning of such inspected vessels in the certificates of inspection, the Officer in Charge, Marine Inspection, will permit such persons to serve in the dual capacity of master or mate and pilot of such vessels.

c. The regulations for the new licenses as master or mate of freight and towing vessels of not more than 1,000 tons are added to 46 CFR Part 10 governing the licensing of merchant marine officers, and shall be effective January 1, 1968: Provided, That the requirements in this document may be complied with during the period prior to the effective date specified in lieu of existing requirements, and these licenses may be issued to qualified applicants on and after date of publication in the *FEDERAL REGISTER*.

2. By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 of Title 14, United States Code, and Department of Transportation Order 1100.1, dated March 31, 1967 (49 CFR 1.4(a)(2), 32 F.R. 5606), to promulgate regulations in accordance with the laws cited with the regulations below, the following amendments are prescribed:

3. The authority for Part 10 is amended to read as follows:

Authority: The provisions of this Part 10 issued under R.S. 4405, as amended, 4402, as amended, sec. 8(b)(1), 80 Stat. 938; 46 U.S.C. 376, 416, 49 U.S.C. 1655(b); Department of Transportation Order 1100.1, Mar. 31, 1967, 49 CFR 1.4(a)(2), 32 F.R. 5606; except as otherwise noted.

Subpart 10.05—Professional Requirements for Officer's Licenses (Inspected Vessels)

4. Subpart 10.05 is amended by inserting after § 10.05-5 a new § 10.05-6 reading as follows:

§ 10.05-6 Master of freight and towing vessels not more than 1,000 gross tons.

(a) **General.** (1) This section shall apply to every applicant for a license as "master of freight and towing vessels of

not more than 1,000 gross tons" who also desires to serve as pilot within the limitations of his license, on those vessels to which he is assigned as master. A license acquired under the provisions of this section shall authorize the holder to serve as master, and as pilot, within the class, route, tonnage and other limitations of his license, if any, upon vessels to which he is assigned as master or mate, without the necessity of holding an endorsement as pilot.

(2) At least one-third of the experience required must have been acquired on vessels of more than 100 gross tons. Experience on vessels of less than 15 gross tons will not be considered as qualifying.

(3) Six months of the experience required shall have been acquired in the area for which application is made; 3 months of which must have been acquired within the year preceding the application.

(4) Any holder of a deck license of equal or superior grade may be considered eligible for license as master upon presentation of evidence of service required by subparagraph (3) of this paragraph and satisfactory completion of examination on subjects in § 10.05-52 (a) (1) and (14) and (b).

(5) Tonnage limitations commensurate with the experience of the applicant will be established by the Officer in Charge, Marine Inspection. To be eligible for the maximum limitation of 1,000 gross tons, the applicant must have acquired at least 50 percent of his qualifying experience on vessels of more than 200 gross tons.

(6) The Officer in Charge, Marine Inspection, will determine the geographical limitations of each license commensurate with the experience and qualifications of the applicant.

(b) **Experience requirements.** The minimum service required to qualify an applicant for license as master of freight and towing vessels of not more than 1,000 gross tons is 4 years on deck including:

(1) One year's service as licensed mate; or,

(2) Two years' service as unlicensed master; or,

(3) Two years' service as quartermaster or wheelsman while holding a license as mate or first class pilot; or,

(4) Two years' service as unlicensed mate while holding a license as operator of small passenger vessels valid within the area for which application is made; or,

(5) Three years' service as unlicensed mate.

(c) **Endorsements.** In lieu of the word "pilot", a master's license may be given a simple endorsement to include, when properly qualified, waters additional to those for which he was originally licensed as master.

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5. Subpart 10.05 is amended by inserting after § 10.05-35 a new § 10.05-36 reading as follows:

§ 10.05-36. Mate of freight and towing vessels not more than 1,000 gross tons.

(a) **General.** (1) This section shall apply to every applicant for a license as "mate of freight and towing vessels of not more than 1,000 gross tons" who also desires to serve as pilot, within the limitation of his license, on those vessels to which he is assigned as mate. A license acquired under the provisions of this section shall authorize the holder to serve as mate, and as pilot, within the class, route, tonnage, and other limitations of his license, if any, upon vessels to which he is assigned as mate, without the necessity of holding an endorsement as pilot.

(2) At least one-third of the experience required must have been acquired on vessels of more than 100 gross tons. Experience on vessels of less than 15 gross tons will not be considered as qualifying.

(3) Six months of the experience required shall have been acquired in the area for which application is made, 3 months of which must have been acquired within 1 year preceding the application.

(4) Any holder of a deck license of equal or superior grade may be considered eligible for license as mate upon presentation of evidence of service required by subparagraph (3) of this paragraph and satisfactory completion of examination on subjects in § 10.05-58 (a) (1) and (11) and (b).

(5) Tonnage limitations commensurate with the experience of the applicant will be established by the Officer in Charge, Marine Inspection. To be eligible for the maximum limitation of 1,000 gross tons, the applicant must have acquired at least 50 percent of his qualifying experience on vessels of more than 200 gross tons.

(6) The Officer in Charge, Marine Inspection, will determine the geographical limitations of each license commensurate with the experience and qualifications of the applicant.

(b) **Experience requirements.** The minimum service required to qualify an applicant for license as mate of freight and towing vessels of not more than 1,000 gross tons is 2 years on deck including:

(1) One year's service in a watchstanding capacity while holding a license as operator of small passenger vessels valid within the area for which application is made; or,

(2) One year's service as unlicensed mate; or,

(3) Eighteen months' service as quartermaster or wheelman.

(c) **Endorsements.** In lieu of the word "pilot" a mate's license may be given a simple endorsement to include, when properly qualified, waters additional to those for which he was originally licensed as mate.

6. Subpart 10.05 is amended by inserting after § 10.05-51 a new § 10.05-52 reading as follows:

§ 10.05-52. Examination as master of freight and towing vessels not more than 1,000 gross tons.

(a) An applicant for license as master shall pass a satisfactory written examination as to his knowledge of the subjects listed in this paragraph.

(1) Rules of the road.

(2) Practical use of the magnetic compass.

(3) Instruments and accessories.

(4) Chart navigation.

(5) Aids to navigation.

(6) Special signals.

(7) Stability and ship construction.

(8) Cargo handling and stowage.

(9) Seamanship.

(10) Lifesaving and firefighting.

(11) Ship sanitation.

(12) Rules and regulations.

(13) Ship's business.

(14) Such further examination as the Officer in Charge, Marine Inspection, may consider necessary to establish the applicant's proficiency.

(b) The applicant shall demonstrate by written examination a practical knowledge of the area for which he has made application as master, using local charts including:

(1) General geographical description of the area, indicating location of ports and harbors, general configuration of waterways, and the general tidal effects within the area.

(2) General traffic patterns in the area and general type of traffic to be encountered.

(3) More apparent hazards to navigation with their general descriptions and locations.

(4) General description of major aids to navigation including topographical aids.

(5) General description of winds and currents in the area, especially those of peculiar force or effect.

(6) Special and peculiar hazards to navigation.

(7) Special rules, signals, and customs of the area.

(8) Methods of determining courses, distances, and positions using the chart.

(c) The applicant shall demonstrate a satisfactory ability to navigate a vessel within the area for which he has made application using such methods as are commonly used.

(d) An applicant for extension of route shall be examined in subjects in subparagraphs (1) and (14) of paragraph (a) and paragraph (b) of this section.

(e) The District Commander may authorize an oral examination in lieu of a written examination. When an oral examination is authorized, the Officer in Charge, Marine Inspection, shall maintain a written record of the examination for reference.

7. Subpart 10.05 is amended by inserting after § 10.05-57 a new § 10.05-58 reading as follows:

§ 10.05-58. Examination as mate of freight and towing vessels not more than 1,000 gross tons.

(a) An applicant for license as mate shall pass a satisfactory written exami-

nation as to his knowledge of the subjects listed in this paragraph:

(1) Rules of the road.

(2) Practical use of the magnetic compass.

(3) Instruments and accessories.

(4) Chart navigation.

(5) Aids to navigation.

(6) Special signals.

(7) Cargo stowage and handling.

(8) Seamanship.

(9) Lifesaving and firefighting.

(10) Rules and regulations.

(11) Such other examination as the Officer in Charge, Marine Inspection, may consider necessary to establish the applicant's proficiency.

(b) The applicant shall demonstrate by written examination a practical knowledge of the area for which he has made application as mate, using local charts, including those subjects described in § 10.05-52(b).

(c) The applicant shall demonstrate a satisfactory ability to navigate a vessel within the area for which he has made application using such methods as are commonly used.

(d) An applicant for extension of route shall be examined in subjects in subparagraphs (1) and (11) in paragraph (a) and paragraph (b) of this section.

(e) The District Commander may authorize an oral examination in lieu of a written examination. When an oral examination is authorized, the Officer in Charge, Marine Inspection, shall maintain a written record of the examination for reference.

(R.S. 4417a, as amended, 4426, as amended, 4427, as amended, 4438, as amended, 4438a, as amended, 4439, as amended, 4443, as amended, 4444, as amended, sec. 1, 34 Stat. 1411, as amended, secs. 1, 2, 49 Stat. 1544, 1545, as amended, sec. 3, 70 Stat. 152, and sec. 3, 68 Stat. 676; 46 U.S.C. 391a, 404, 405, 224, 234a, 226, 228, 214, 230, 231, 237, 867, 890b, 50 U.S.C. 198; Department of Transportation Order 1100.1, Mar. 31, 1967, 49 CFR 1.4(a)(2), 33 F.R. 5606)

Dated: November 8, 1967.

W. J. SMITH,
Admiral, U.S. Coast Guard,
Commandant.

[F.R. Doc. 67-13469; Filed, Nov. 15, 1967;
8:47 a.m.]

Dist. (SDL No. 85)

A: None

B: n(35); c(16); q(6); g(5);
e(3); d(2); bp(1)

C: m(4); o(1)

D: ir(2); k(1)

E: m(2); o(1)

F: None

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FEDERAL REGISTER

VOLUME 32 • NUMBER 60

Wednesday, March 29, 1967 • Washington, D.C.

Title 33—NAVIGATION AND NAVIGABLE WATERS

Chapter I—Coast Guard, Department of the Treasury

SUBCHAPTER A—GENERAL [CGFR 67-15]

PART 3—COAST GUARD DISTRICTS, MARINE INSPECTION ZONES, AND CAPTAIN OF THE PORT AREAS

2d and 8th Coast Guard Districts

The amendments to 33 CFR 3.10-1 and 3.40-1 revised the boundary descriptions of the 2d Coast Guard District and the 8th Coast Guard District to agree with the revised descriptions in Coast Guard General Order No. 24 dated July 18, 1966. The amendments to 33 CFR 3.10-40 and 3.10-80 amended the descriptions of the Memphis Marine Inspection Zone and the Memphis Captain of the Port area descriptions. The amendments to 33 CFR 3.40-10, 3.40-30, and 3.40-35 revise the descriptions of the New Orleans Marine Inspection Zone, the Mobile Marine Inspection Zone and the Port Arthur Marine Inspection Zone. The purpose of this document is to announce changes in certain descriptions of Coast Guard Districts, Marine Inspection Zones, and Captain of the Port areas in the 2d and 8th Districts to bring them up to date and to agree with present administrative practices.¹

By virtue of the authority vested in me as Commandant, U.S. Coast Guard, by section 632 in Title 14, U.S. Code and Treasury Department Orders 120 dated July 31, 1950, 15 F.R. 6521, and 167-17 dated June 29, 1955, 20 F.R. 4976, as well as the statutes cited with the regulations below, the following amendments are prescribed and shall be in effect on and after date of publication in the FEDERAL REGISTER.

Subpart 3.10—Second Coast Guard District

1. Section 3.10-1 second district is amended to read as follows:

§ 3.10-1 Second district.

(a) The District Office is in St. Louis, Mo.

(b) The Second Coast Guard District shall comprise Arkansas, West Virginia, Kentucky, Tennessee, Oklahoma, Kansas, Nebraska, North Dakota, South Dakota, Wyoming, Colorado, Iowa, and Missouri; Pennsylvania south of 41° N. latitude and west of 78° W. longitude; those parts of Ohio and Indiana south of 41° N. latitude; Illinois, except that part north of 41° N. latitude and east of 90° W. longitude; Wisconsin south of 46°20' N. latitude and west of 90° W. longitude; Minnesota south of 46°20' N. latitude; that part of Alabama north of 34° N. latitude; that part of Mississippi north of the southern boundaries of the counties of Washington, Sunflower, Leflore, Grenada, Calhoun, Chickasaw and Monroe.

2. Section 3.10-40 is amended to read as follows:

§ 3.10-40 Memphis Marine Inspection Zone.

(a) The Memphis Marine Inspection Zone is in Memphis, Tenn.

(b) The Memphis marine inspection zone boundary starts at 38°30' N. latitude and 109° W. longitude, on the Utah, Colorado State line and runs due east to, but not including, La Crosse, Kans.; thence east to, but not including McPherson, Kans.; thence southeast to, but not including, Greenfield, Mo.; thence southeast to, but not including, Springfield, Mo.; thence east to, but not including, Cabool, Mo.; thence northeast to, but not including, Licking, Mo.; thence east to, but not including, Oak Ridge, Mo.; thence southeast to and including Benton, Mo.; thence south to and including Sikeston, Mo.; thence east to and including Bardwell, Ky.; thence southeast to 34° N. latitude and 88° W. longitude; thence due west along 34° N. latitude to the Alabama, Mississippi State line; thence south along the Alabama, Mississippi State line to the southern boundary of Monroe County, Miss.; thence west along the southern boundaries of the counties of Monroe, Chickasaw, Calhoun, Grenada, Leflore, Sunflower and Washington, Miss.; thence west along the Arkansas, Louisiana State line to the Texas State line; thence north along the Arkansas, Texas State line to the north side of the Red River; thence west, along the north side

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of the Red River to 100° W. longitude; thence north and west along the Oklahoma, Texas State line to the New Mexico State line; thence due north along the New Mexico, Oklahoma State line to 37° N. latitude; thence due west along the Colorado, New Mexico State line to 109° W. longitude; thence due north along the Utah, Colorado State line to 38°30' N. latitude.

3. Section 3.10-80 is amended to read as follows:

§ 3.10-80 Memphis Captain of the Port.

(a) The Memphis Captain of the Port office is in Memphis, Tenn.

(b) The Memphis Captain of the Port area comprises all navigable waters of the United States and contiguous land areas with the following boundaries: Starting at 38°30' N. latitude and 109° W. longitude, on the Utah, Colorado State line and runs due east to, but not including La Crosse, Kans.; thence east to, but not including McPherson, Kans.; thence southeast to, but not including Greenfield, Mo.; thence southeast to, but not including, Springfield, Mo.; thence east to, but not including, Cabool, Mo.; thence northeast to, but not including Licking, Mo.; thence east to, but not including Oak Ridge, Mo.; thence southeast to and including Benton, Mo.; thence south to and including Sikeston, Mo.; thence east to and including Bardwell, Ky.; thence southeast to 34° N. latitude and 88° W. longitude; thence due west along 34° N. latitude to the Alabama, Mississippi State line; thence south along the Alabama, Mississippi State line to the southern boundary of Monroe County, Miss.; thence west along the southern boundaries of the counties of Monroe, Chickasaw, Calhoun, Grenada, Leflore, Sunflower, and Washington, Miss.; thence west along the Arkansas, Louisiana State line to the Texas State line; thence north along the Arkansas, Texas State line to the north side of the Red River; thence west, along the north side of the Red River to 100° W. longitude; thence north and west along the Oklahoma, Texas State line to New Mexico State line; thence due north along the New Mexico, Oklahoma State line to 87° N. latitude; thence due west along the Colorado, New Mexico State line to 109° W. longitude; thence due north along the Utah, Colorado State line to 38°30' N. latitude.

Subpart 3.40—Eighth Coast Guard District

4. Section 3.40-1 is amended to read as follows:

§ 3.40-1 Eighth district.

(a) The District Office is in New Orleans, La.

(b) The Eighth Coast Guard District shall comprise New Mexico, Texas, and

Louisiana; that part of Mississippi south of the southern boundaries of the counties of Washington, Sunflower, Leflore, Grenada, Calhoun, Chickasaw, and Monroe; that part of Alabama south of 34° N. latitude; that part of Florida west of the east bank of the Apalachicola River and that part of Georgia west of the east bank of the Jim Woodruff Reservoir and the east bank of the Flint River up stream to Montezuma, Ga., and south and west of a line between Montezuma and West Point, Ga.; the water of the Gulf of Mexico westward of a line from the coastal end of the Seventh-Eighth Coast Guard District boundary, thence 193° T.

T. into the Gulf of Mexico; and west of a line starting at 34° N. latitude and drawn south along the Alabama, Georgia State line to West Point, Ga.; thence to Montezuma, Ga., downstream along the east bank of the Flint River, the east bank of the Jim Woodruff Reservoir, the east bank of the Apalachicola River to its mouth, and thence running 193° T. into the Gulf of Mexico.

7. Section 3.40-35 is amended to read as follows:

§ 3.40-35 Port Arthur Marine Inspection Zone.

(a) The Port Arthur Marine Inspection Office is in Port Arthur, Tex.

(b) The Port Arthur marine inspection zone comprises the land masses, inland and territorial waters of the States of Texas and Louisiana, as well as artificial islands in the Gulf of Mexico, south of the north bank of the Red River; east of a line starting at a point on the north bank of the Red River at 98°55' W. longitude and drawn southeast to and including McKinney, Tex.; thence south, following the east bank of the Trinity River to, but not including Anahuac, Tex.; thence southeasterly to and including High Island, Tex.; thence to a point 29° N. latitude and 94° W. longitude, and thence south along 94° W. longitude into the Gulf of Mexico; and west of a line drawn from the north bank of the Red River at the easternmost point of the Texas, Arkansas boundary, south along the Texas, Arkansas State line and the Texas, Louisiana State line to, but not including Bethany, La.; thence southeast to, but not including Peason, La.; thence to, but not including Otis, La.; thence to, but not including Eunice, La.; thence due south into the Gulf of Mexico.

(Sec. 3, 60 Stat. 238, as amended, sec. 633, 63 Stat. 645; 5 U.S.C. 552, 14 U.S.C. 638. Treasury Dept. Orders 120, July 31, 1950, 15 F.R. 6521, 187-17, June 29, 1955, 20 F.R. 4976)

Dated: March 21, 1967.

[SEAL] P. E. TRIMBLE,
Vice Admiral, U.S. Coast Guard,
Acting Commandant.

[F.R. Doc. 67-3401: Filed, Mar. 28, 1967;
8:48 a.m.]

Dist. (SDL No. 84)

- A: None
- B: n(35); c(16); q(6); g(5);
e(3); d(2); bp(1)
- C: m(4); o(1)
- D: ir(2); k(1)
- E: m(2); o(1)
- F: None

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